How To Use This Manual

This manual provides detailed instructions on installation, maintenance and parts identification for Falk Lifelign gear couplings, Type GV20 and GV52. Use the table of contents below to locate required information.

Table of Contents

CAREFULLY FOLLOW THE INSTRUCTIONS IN THIS MANUAL FOR OPTIMUM PERFORMANCE AND TROUBLE FREE SERVICE.

INTRODUCTION

This manual applies to standard coupling Type GV20 and GV52 with exposed bolts. For couplings furnished with special features, refer to assembly drawing furnished with coupling for proper assembly arrangement and any additional installation or maintenance requirements.

Use Type GV couplings for vertical applications, or for inclinations over 10° from horizontal. Type G couplings are recommended for horizontal application only. Do not use GV couplings for thrust applications, refer to the Factory.

Type GV52 couplings are recommended for vertical applications with GV flex hub in upper position, and are designed to support a downward thrust load through the connecting shafts of the coupling. It is recommended that shaft ends be without centers. Use Type GV52 couplings for the lower couplings in vertical floating shaft assemblies. GV52 couplings can also be used in place of a double engagement coupling where high downward thrust loads are present and alignment of connected shafts is not expected to exceed installation limits shown in Table 4, Page 6.

CAUTION: Consult applicable local and national safety codes for proper guarding of rotating members. Observe all safety rules when installing or servicing couplings.

WARNING: Lockout starting switch of prime mover and remove all external loads from drive before installing or servicing couplings.

LUBE FITTINGS

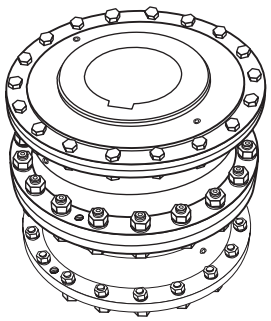
Flanged sleeves and end plates have ½ NPT lube holes for size 1080 (2080) thru 1110 (2110) and ¾ NPT for size 1120 (2120) thru 1300 (2300). Use standard grease pumping equipment and lube fittings.

LUBRICATION

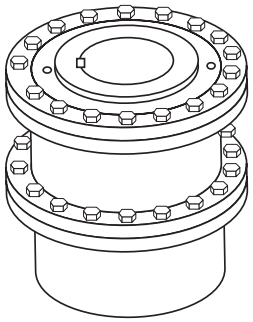
Adequate lubrication is essential for satisfactory operation. Because of its superior lubricating characteristics and low centrifuge properties, Falk Long Term Grease (LTG) is highly recommended.

Gear couplings initially lubricated with Falk Long Term Grease (LTG) will not require re-lubrication for up to three years.

Type GV20



Type GV52



The use of general purpose grease requires re-lubrication of the coupling at least once every six months. If coupling leaks grease, is exposed to extreme temperatures, excessive moisture, experiences frequent reversals or axial movements; more frequent lubrication may be required.

USDA Approval

LTG has the United States Department of Agriculture Food Safety & Inspection Service approval for applications where there is no possibility of contact with edible products. (H-2 ratings.)

Long Term Grease (LTG)

The high centrifugal forces encountered in couplings separate the base oil and thickener of general purpose greases. Heavy thickener, which has no lubrication qualities, accumulates in the tooth mesh area of gear couplings resulting in premature mesh failure unless periodic lubrication cycles are maintained.

Falk Long Term Grease (LTG) was developed specifically for couplings. It resists separation of the oil and thickener. The consistency of Falk LTG changes with operating conditions. As manufactured it is an NLGI #1/2 grade. Working of the lubricant under actual service conditions causes it to become semifluid while the grease near the seals will set to a heavier grade, helping to prevent leakage.

LTG is highly resistant to separation, easily out performing all other lubricants tested. The resistance to separation allows the lubricant to be used for relatively long periods of time.

Although LTG grease is compatible with most other coupling greases, the mixing of greases may dilute the benefits of LTG.

CAUTION: Do not use LTG in bearings. Do not use LTG for low speed applications. Refer to Table 4, Page 6 for coupling speed range of LTG grease.

Packaging

14 oz. (0,4 Kg) CARTRIDGES — Individual or case lots of 10 or 60.

35 lb. (16 Kg) PAILS, 120 lb. (54 Kg) KEG & 400 lb. DRUMS.

Specifications — Falk LTG (Long Term Grease)

TEMPERATURE RANGE — –20°F (–29°C) to 250°F (121°C). Minimum pump = 20°F (–7°C).

MINIMUM BASE OIL VISCOSITY — 3300SSU (715cSt) @ 100°F (38°C).

THICKENER — Lithium soap/polymer.

CENTRIFUGE SEPARATION CHARACTERISTICS — ASTM #D4425–84 (Centrifuge Test) — K36 = 2/24 max., very high resistance to centrifuging.

NLGI GRADE (ASTM D-217) — $^1/_2$

CONSISTENCY (ASTM D-217) — 60 stroke worked penetration value in the range of 315 to 360 measured @ 77°F (25°C).

DROPPING POINT — 350°F (177°C) minimum.

MINIMUM TIMKEN EP O.K. LOAD — 40 lbs. (18 kg).

ADDITIVES — Rust and oxidation inhibitors that do not corrode steel or swell or deteriorate synthetic seals.

General Purpose Grease

Bi-annual Lubrication — The following specifications and lubricants for general purpose grease apply to gear couplings that are lubricated bi-annually and operate within ambient temperatures of –30°F (–34°C) to 200°F (93°C). For temperatures beyond this range, consult the Factory. For normal service, use a NLGI #1 extreme pressure (EP) grease EXCEPT when the coupling speed is less than the minimum specified in Table 4 on Page 6. At these lower speeds, use a NLGI #0 extreme pressure (EP) grease. When one or more gear couplings in an application require NLGI #0 grease, the same grease may be used in all of the couplings.

If coupling leaks grease, is exposed to extreme temperatures, excessive moisture or experiences frequent reversals or axial movements; more frequent lubrication may be required.

Lubricants listed in Tables 1, 2 & 3 are typical products only and should not be construed as exclusive recommendations.

Specifications — General Purpose Coupling Lubricants

COUPLING SPEED RANGE — See Table 4, Page 6.

TEMPERATURE RANGE — –30°F to +200°F(–34°C to +93°C)

WORKED PENETRATION AT 77°F(25°C) —
NLGI #1 . . . . . 310-340 (See Table 1)
NLGI #0 . . . . . 355-385 (See Table 2)

DROPPING POINT — 300°F(149°C) or higher
TEXTURE — Smooth or fibrous

MINIMUM TIMKEN O.K. LOAD — 30 lbs.

SEPARATION AND RESISTANCE — Low oil separation rate and high resistance to separation from centrifuging.

LIQUID CONSTITUENT — Possess good lubricating properties . . . equivalent to a high quality, well refined petroleum oil with EP additives.

INACTIVE — Must not corrode steel or cause swelling or deterioration of synthetic seals.

Oil Lubrication

EP oils may be a more effective lubricant than grease when the required coupling speed is one half of the minimum speed range of NLGI #1 grease listed in Table 4, Page 6 (Minimum rpm ÷ 2). Oil lubricated couplings must be sealed to prevent leakage, i.e. keyways, etc. Couplings must be drained and refilled with new oil every six months for operating temperatures up to 160°F (71°C) and every three months for couplings operating at temperatures of 160°F (71°C) up to 200°F (93°C). For temperatures beyond this range, refer to Falk. The minimum operating temperature must not be lower than the pour point of the oil. The specified amount of grease listed in Table 4, Page 6, in pounds, also applies to the volume of oil in pints.

Specifications

Type: Mild EP gear oil that meets AGMA Specifications 250.04.

Grade: AGMA #8EP (ISO VG 680).

Viscosity: 612-748 cSt @ 104°F (40°C).

Pour Point: 20°F (–7°C) Maximum.

Must not corrode steel or swell or deteriorate synthetic seals.

TABLE 1 — NLGI #1 EP Grease

Manufacturer	Lubricant ★
Amoco Oil Co.	Rykon Grease #1 EP
BP Oil Co.	Energrease LS-EP1
Chevron U.S.A., Inc.	Dura-Lith EP1
Citgo Petroleum Corp.	Premium Lithium Grease EP1
Conoco Inc.	EP Conolith Grease #1
Exxon Company, U.S.A.	Lidok EP1
Imperial Oil Ltd.	Ronek EP1
Kendall Refining Co.	Lithium Grease L-416
Keystone Div., Pennwalt Corp.	Zeniplex-1
Lyondell Lubricants	Litholine Complex EP1
Mobil Oil Corp.	Mobilux EP1
Petro-Canada Products	Multipurpose EP1
Phillips 66 Co.	Philube Blue EP
Shell Oil Co.	Alvania EP Grease 1
Shell Canada Ltd.	Alvania Grease EP1
Sun Oil Co.	Sun Prestige 741 EP
Texaco Lubricants	Multifak EP1
Unocal 76 (East & West)	Unoba EP1

TABLE 2 — NLGI #0 EP Grease

Manufacturer	Lubricant ★
Amoco Oil Co.	Rykon Premium Grease 0 EP
BP Oil Co.	Energrease LS-EP 0
Chevron U.S.A., Inc.	Dura-Lith EP 0
Citgo Petroleum Corp	Premium Lithium Grease EP 0
Conoco Inc.	EP Conolith Grease #0
Exxon Company, U.S.A.	Lidok EP 0
Kendall Refining Co.	Lithium Grease L-406
Keystone Div., Pennwalt Corp.	Zeniplex-0
Mobil Oil Corp.	Mobilux EP 0
Petro-Canada Products	Multipurpose Lotemp EP Grease
Shell Oil Co.	Alvania EP Grease RO
Shell Canada Ltd.	Alvania Grease EPW
Sun Oil Co.	Sun Prestige 740 EP
Texaco Lubricants	Multifak EP 0
Unocal 76 (East & West)	Unoba EP 0

TABLE 3 — Oil Lubricants

Manufacturer	Lubricant ★
Amoco	Permagear EP 680
Chevron, U.S.A.	NL Gear Compound 680
Exxon Co., U.S.A.	Spartan EP680
Gulf Oil Co.	EP Lubricant HD 680
Mobil Oil Co.	Mobilgear 636
Shell Oil Co.	Omala Oil 680
Texaco Inc.	Meropa 680
Union Oil Co. of Calif.	Extra Duty NL Gear Lube 8EP

★ Lubricants listed may not be suitable for use in the food processing industry; check with lube manufacturer for approved lubricants.

Rexnord Industries, LLC, Coupling Group
5555 S. Moorland Rd., New Berlin, WI 53151-7953 USA Telephone: 262-796-4060
Fax: 262-796-4064 e-mail: info@rexnord.com web: www.rexnord.com

COUPLING INSTALLATION, ALL TYPES

Only standard mechanics tools, torque wrenches, straight edge, spacer bar and feeler gages are required to install gear couplings. Clean all parts using a non-flammable solvent. Check hubs, shafts and keyways for burrs. DO NOT heat clearance fit hubs. Use a lubricant that meets the specifications on Page 1 or 2. Pack sleeve teeth with grease and lightly coat seals with grease BEFORE assembly. The required amount of grease is listed in Table 4, Page 6. Make certain flange fasteners are tightened to the required torque listed in Table 4.

Interference Fit Hubs — Unless otherwise specified, gear couplings are furnished for an interference fit without set screws. Heat hubs to 275°F(135°C) using an oven, torch, induction heater or an oil bath.

CAUTION: To prevent seal damage DO NOT heat hubs beyond a maximum temperature of 400°F (205°C).

When an oxy-acetylene or blow torch is used, use an excess acetylene mixture. Mark hubs near the center of their length in several places on hub body with a temperature sensitive crayon, 275°F (135°C) melt temperature. Direct flame towards hub bore using constant motion to avoid overheating an area.

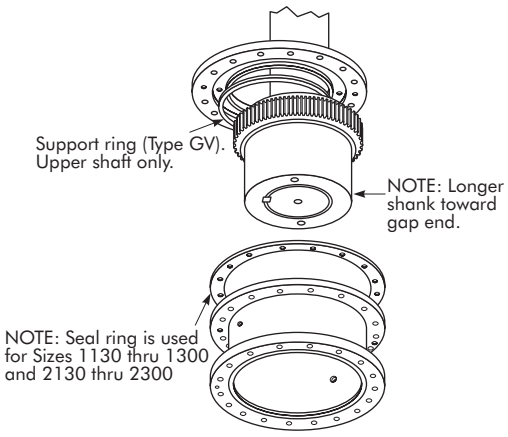
WARNING: If an oil bath is used, the oil must have a flash point of 350°F (177°C) or higher. Do not rest hubs on the bottom of the container. Do not use an open flame in a combustible atmosphere or near combustible materials.

Maximize Performance & Life

The performance and life of couplings depend largely upon how you install and maintain them. Before installing couplings, make certain that foundations of equipment to be connected meet manufacturers' requirements. Check for soft foot. The use of stainless steel shims is recommended. Measuring misalignment and positioning equipment within alignment tolerances is simplified with an alignment computer, and allow the incorporation of "cold offsets", which will compensate for shaft position changes due to thermal growth. Alignment calculations can also be done graphically or mathematically.

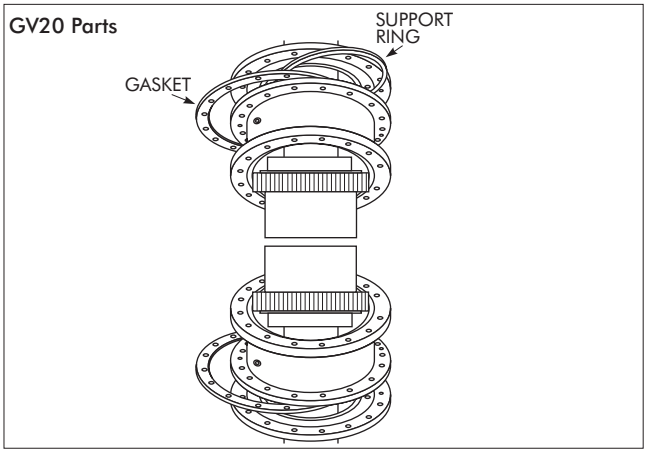
VERTICAL COUPLING INSTALLATION

1A — Mount Coupling Parts (GV20)

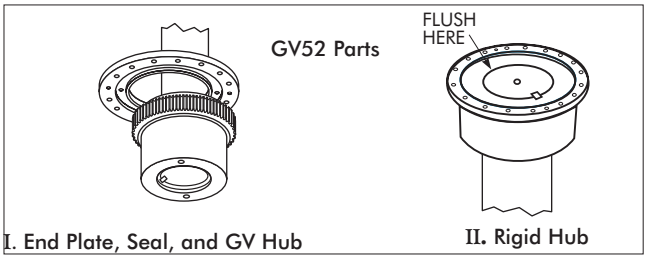


Place the end plates WITH seal rings and support ring (on upper shaft only) on the shafts BEFORE mounting the hubs. Provide a safe means of supporting parts during assembly. Mount hubs on their respective shafts, as shown above, so that each face is flush with the end of its shaft. Allow hubs to cool before proceeding. Seal keyways to prevent leakage. Insert set screws (if required) and tighten. Mount flanged sleeves with end plate gaskets, or seal rings, and safely support.

Position equipment in approximate alignment with approximate gap specified in Table 4, Page 6.



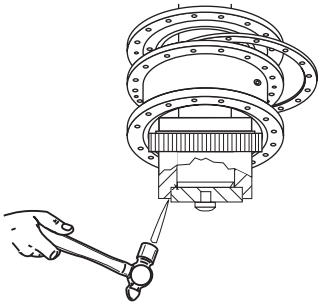
1B — Mount Coupling Parts (GV52)



I. Place the end plate with greased seal ring on the shaft BEFORE mounting GV hub. Safely support end plate. Mount GV hub so that the counterbore face is flush with the end of the shaft

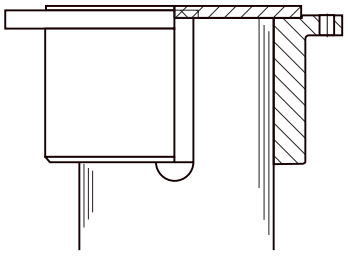
II. Mount rigid hub so that the counterbore face is flush with the end of the shaft. Allow hubs to cool before proceeding. Seal keyways to prevent grease leakage.

2 — Mount Thrust Plate with Button, Mount Gasket and Sleeve (GV52)



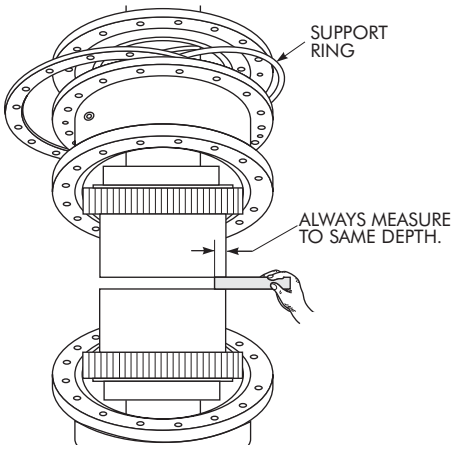
Press button into thrust plate. Place plate with button into GV hub counterbore and stake hub face at multiple places around plate to lock in position. Place end plate gasket (or seal ring for Size 1130/2130 and larger) over GV hub. Pack flanged sleeve teeth with grease and slide over GV hub (teeth end first). Safely support flanged sleeve.

3 — Assemble Center Plate & Hardened Thrust Plate (GV52)



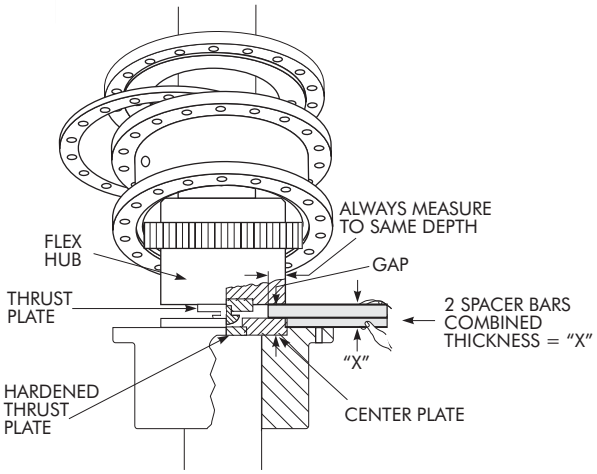
Position hardened thrust plate in approximate center of rigid hub face. Place center plate into rigid hub counterbore so that hardened thrust plate is centered in center plate counterbore. Place gasket on rigid hub flange face. Position equipment in approximate alignment with thrust button resting on hardened thrust plate.

4A — Gap & Angular Alignment (GV20)



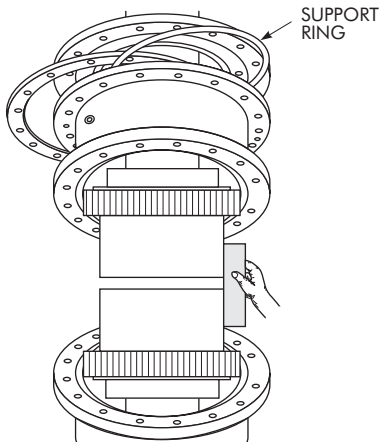
Use a spacer bar equal in thickness to gap specified in Table 4. Insert bar, as shown above, to same depth at 90° intervals and measure clearance between bar and hub face with feelers. The difference in minimum and maximum measurements must not exceed the INSTALLATION ANGULAR limit specified in Table 4.

4B — Angular Alignment (GV52)



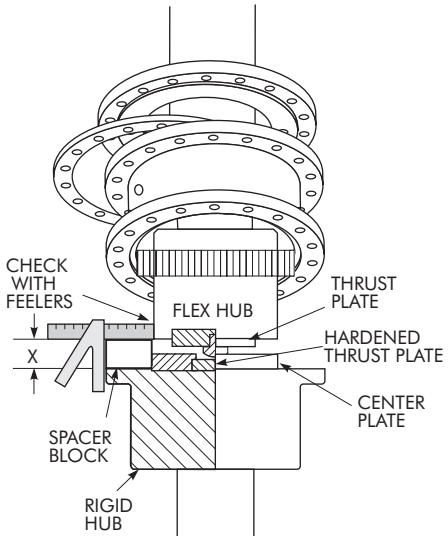
Use a pair of spacer bars equal in thickness to the "X" dimension specified in Table 4, Page 6. Offset bars to clear center plate and insert bars, as shown above to same depth at 90° intervals and measure clearance between bar and hub face with feelers. The difference in minimum and maximum measurements must not exceed the INSTALLATION ANGULAR limit specified in Table 4, Page 6.

5A — Parallel Offset Alignment (GV20)



Align so that a straight edge rests squarely (or within the limits specified in Table 4) on both hubs as shown above and also at 90° intervals. Check with feelers. The clearance should not exceed the INSTALLATION PARALLEL OFFSET limit specified in Table 4, Page 6. Tighten foundation bolts and repeat Steps 2 and 3. Realign coupling if necessary. **IMPORTANT:** Grease the hub teeth.

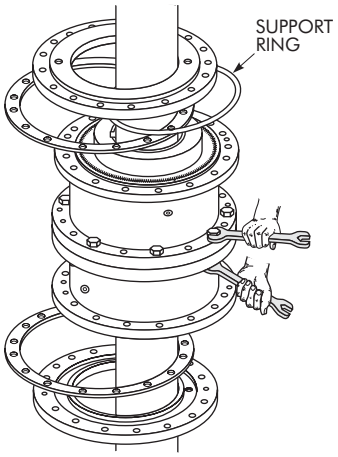
5B — Parallel Offset Alignment (GV52)



Use a spacer block, equal in thickness to the "X" dimension specified in Table 4, Page 6, on the rigid hub flange. Position a square on the spacer block as shown above at 6 to 8 equally spaced points. Measure the clearance between the hub and square blade at each point with feelers and reposition units until the DIFFERENCE in feeler readings is as near zero as possible. Tighten all foundation bolts and repeat Steps 3 and 4. Realign coupling if necessary. Grease the hub teeth.

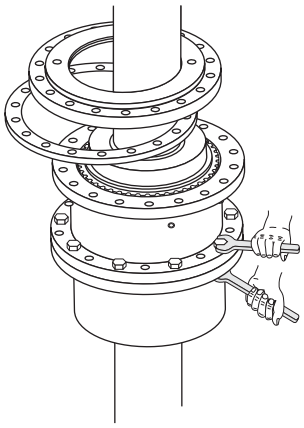
Rexnord Industries, LLC, Coupling Group
5555 S. Moorland Rd., New Berlin, WI 53151-7953 USA Telephone: 262-796-4060
Fax: 262-796-4064 e-mail: info@rexnord.com web: www.rexnord.com

6A — Assemble Coupling – GV20



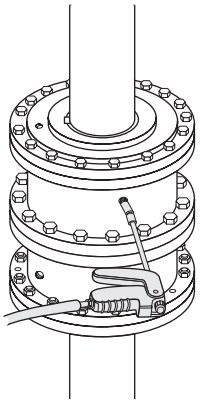
Insert gasket or seal ring between flanges. Position flanged sleeves with lube holes at about 90° and then carefully draw flanged sleeves into register. Use only the fasteners furnished with the coupling. Bolt end plates with gaskets or seal rings to sleeves. Position end plate lube holes at about 90° from holes in adjacent sleeve. **IMPORTANT:** Tighten center flange fasteners to torque specified in Table 4, Page 6.

6B — Insert Gaskets and Join Flanges (GV52)



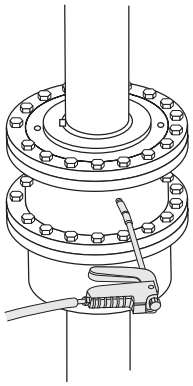
Insert gasket or O-Ring between flanged sleeve and rigid hub. Carefully draw flanged sleeve into register with rigid hub. Use only bolts furnished with the coupling. IMPORTANT: Tighten flanged sleeve or rigid hub bolts to torque specified in Table 4. Bolt end plate with gasket to flanged sleeve. Position end plate lube holes at about 90° from holes in sleeve.

7A — Lubricate (GV20)



Remove all lube plugs from sleeves and end plates and fill with recommended grease until an excess appears at an open lube hole; then insert plug. Continue procedure until lubricant has flowed through each hole and all plugs have been inserted.

7B — Lubricate (GV52)

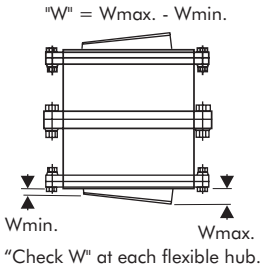


Remove all lube plugs and pump recommended grease into the coupling until an excess flows through an open lube hole and then plug that hole. Continue this procedure until lubricant has flowed through each hole and all plugs have been inserted. Insert all lube plugs before operating.

CAUTION: *Remove grease fitting and make certain all plugs are inserted after lubricating.*

NOTE: For disassembly, jack-screw holes are provided on all sleeve flanges except the female center flange. End plate fasteners may be used as jack-screws.

8 — Assembled Coupling Alignment Check (GV20)



"Check W" at each flexible hub.

The alignment can be checked without disassembling or rotating the coupling as shown above. Determine "W" by measuring distances "W"max. and "W"min. between flex hub and end plate

using a depth mic or feeler gage. The difference between "W"max. and "W"min. must not exceed the "W" value given in Table 4 below. Check "W" at each coupling end.

BI-ANNUAL MAINTENANCE

Re-lubricate coupling if using general purpose greases. If coupling leaks grease, is exposed to extreme temperatures, excessive moisture or frequent reversals; frequent lubrication may be required.

ANNUAL MAINTENANCE

For extreme or unusual operating conditions, check coupling more frequently.

1. Check alignment per Step 8, Page 5. If the maximum operating misalignment values are exceeded, realign the coupling to the recommended installation values. See Table 4, Page 6, for installation and maximum operating misalignment values.
2. Check tightening torques of all fasteners.
3. Inspect seal ring and gasket to determine if replacement is required.
4. Re-lubricate coupling if using general purpose grease.

TABLE 4 — Installation & Alignment Data for Types GV20/GV52 ★ — Dimensions – Inches (Metric – mm)

COUPLING SIZE			1080 2080	1090 2090	1100 2100	1110 2110	1120 2120	1130 2130	1140 2140	1150 2150	1160 2160	1180 2180	1200 2200	1220 2220	1240 2240	1260 2260	1280 2280	1300 2300
Gap (Hub Separation) GV20 ± 10%			.375 (10)	.500 (13)	.500 (13)	.500 (13)	.500 (13)	.750 (19)	.750 (19)	.750 (19)	1.000 (25)	1.000 (25)	1.000 (25)	1.000 (25)	1.000 (25)	1.000 (25)	1.000 (25)	1.000 (25)
Gap (Hub Separation) GV52 ± 10%			1.02 (26)	1.16 (29)	1.28 (33)	1.28 (33)	1.28 (33)	1.54 (39)	1.54 (39)	1.54 (39)	2.02 (51)	2.02 (51)	2.02 (51)	2.28 (58)	2.28 (58)	2.27 (58)	2.27 (58)	2.27 (58)
"X" Dimension		(GV52)	.625 (16)	.812 (21)	.875 (22)	.875 (22)	.875 (22)	1.125 (29)	1.125 (29)	1.125 (29)	1.50 (38)	1.50 (38)	1.50 (38)	1.625 (58)	1.625 (58)	1.625 (58)	1.625 (58)	1.625 (58)
Installation Limits	(GV20)	Parallel Offset Max	.016 (0,406)	.017 (0,432)	.019 (0,483)	.022 (0,559)	.023 (0,584)	.024 (0,610)	.025 (0,635)	.027 (0,686)	.028 (0,711)	.029 (0,737)	.035 (0,889)	.039 (0,991)	.042 (1,07)	.046 (1,17)	.047 (1,19)	.048 (1,22)
	(GV52)	Parallel Offset Max	.006 (0,15)	.007 (0,18)	.007 (0,18)	.008 (0,20)	.009 (0,20)	.009 (0,20)	.010 (0,25)	.010 (0,25)	.013 (0,33)	.014 (0,36)	.016 (0,41)	.018 (0,46)	.018 (0,46)	.020 (0,51)	.021 (0,53)	.022 (0,56)
	GV20 & GV52	Angular Max	.032 (0,813)	.036 (0,914)	.040 (1,02)	.045 (1,14)	.049 (1,2)	.052 (1,32)	.057 (1,45)	.061 (1,55)	.063 (1,6)	.072 (1,83)	.080 (2,03)	.087 (2,21)	.097 (2,46)	.106 (2,69)	.115 (2,92)	.123 (3,12)
"W"†	Installation Check		.032 (0,813)	.036 (0,914)	.040 (1,02)	.045 (1,14)	.049 (1,2)	052 (1,32)	.057 (1,45)	.061 (1,55	.063 (1,6)	.072 (1,83)	.080 (2,03	.087 (2,21)	.097 (2,46)	.106 (2,69)	.115 (2,92)	.123 (3,12)
	Operating Limit Check		.092 (2,33)	.101 (2,58)	.115 (2,91)	.128 (3,24)	.141 (3,57)	.151 (3,82)	.164 (4,16)	.177 (4,49)	.190 (4,82)	.216 (5,49)	.239 (6,07)	.262 (6,65)	.291 (7,40)	.317 (8,06)	.344 (8,73)	.370 (9,39)
Coupling Speed Range with Falk LTG or NLG1 #1 Grease – rpm ‡		Min	140	120	110	100	94	88	82	76	72	64	58	52	48	44	40	38
		Allow.	1750	1550	1450	1330	1200	1075	920	770	650	480	370	290	270	250	230	220
Grease — pounds (kg)		GV20	28 (12,7)	37 (16,8)	46 (20,9)	54 (24,5)	66 (29,9)	98 (44,5)	109 (49,4)	131 (59,4)	311 (141)	370 (168)	500 (227)	703 (319)	751 (341)	887 (402)	991 (450)	1101 (499)
Grease — pounds (kg)		GV52	15 (6,9)	20 (9,1)	25 (11,3)	30 (13,6)	35 15,9	55 (24,9)	60 (27,2)	75 (34)	170 (77,1)	200 (90,7)	270 (122,5)	380 (172,4)	400 (181,4)	480 (217,7)	540 (244,9)	600 (272,2)
Tightening Torque – lb-ft (Nm)		Center Flange	740 (1 003)	1050 (1 424)	1050 (1 424)	1840 (2 495)	1840 (2 495)	1840 (2 495)	1980 (2 685)	1980 (2 685)	3080 (4 176)	3080 (4 176)	4340 (5 885)	4340 (5 885)	8250 (11 186)	8250 (11 186)	10900 (14 778)	10900 (14 778)
		End Plate	120 (163)	180(244)			260 (353)	360(488)					640(868)					
Fastener Size – UNC Thread – Inches		Center Flange	1.125 x 4.12	1.25 x 4.75	1.25 x 5.25	1.50 x 6.00	1.50 x 6.25		1.75 x 6.50		2.00 x 7.00		2.25 x 7.75		2.75 x 9.75		3.00 x 10.50	
		End Plate	.875 x 3.25	1.00 x 3.50			1.125 x 3.50	1.25 x 4.50					1.50 x 5.00					
Wrench Size – Inches		Center Flange	1.687	1.875		2.250			2.625		3.000		3.375		4.250		4.625	
		End Plate	1.312	1.50			1.687	1.875					2.25					
Puller Bolt Size (UNC Thread) – Inches			1 – 8	1.25 – 7	1.5 – 6	1.5 – 6	1.5 – 6	1.5 – 6	1.5 – 6	1.5 – 6	1.5 – 6	1.5 – 6	2 – 4.5	2 – 4.5	2 – 4.5	2 – 4.5	2 – 4.5	2 – 4.5

★ Refer to Selection Guide for maximum bores and Engineering 427-108 for re-boring instructions.

† Flexible couplings are designed to accommodate changes in operating conditions. Coupling life expectancy between initial alignment and maximum operating limits is a function of load, speed, and lubrication. Application requirements in excess of 3/8° misalignment per flex-half coupling should be referred to the Factory for review.

Rexnord Industries, LLC, Coupling Group

5555 S. Moorland Rd., New Berlin, WI 53151-7953 USA Telephone: 262-796-4060

Fax: 262-796-4064 e-mail: info@rexnord.com web: www.rexnord.com

PARTS IDENTIFICATION AND ORDER INFORMATION

Coupling parts have identifying size and part description as illustrated below. When ordering parts, always SPECIFY SIZE, TYPE, HUB BORE, KEYWAY, PART DESCRIPTION, and PART NUMBER found on each item.

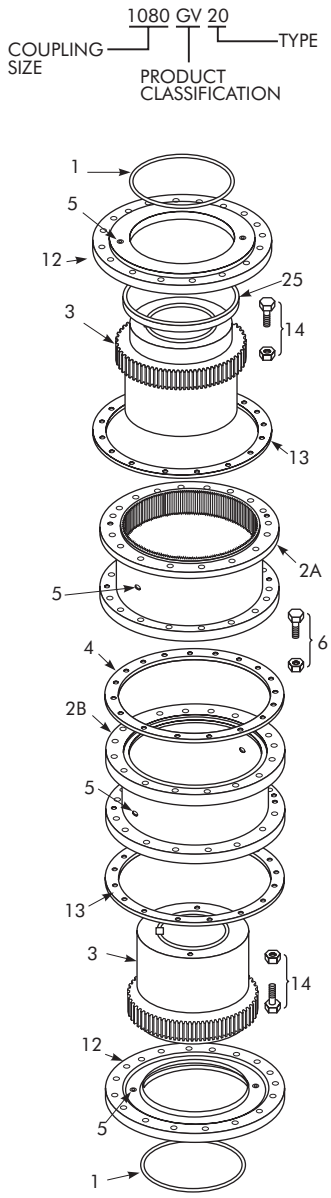
Contact your Rexnord Distributor or Rexnord for price and availability.

EXAMPLE:

Complete 1080GV20 Gear Coupling

Bore: 8.750 Keyway: 2.000 x .750
Bore: 9.500 Keyway: 2.500 x .750

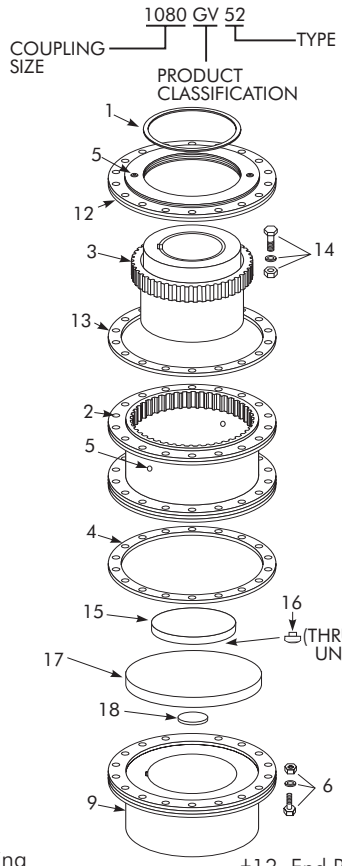
TYPE GV20



1. Seal Ring
2A. Flanged Sleeve - Male
2B. Flanged Sleeve - Female
3. G Flex Hub
(Specify Bore and Keyway)
4. Center Flange Gasket●
5. Lube Plug
6. Center Flange Fasteners ▲
12. End Plate
13. End Plate Gasket●
14. End Plate Fasteners ▲
25. Support Ring
(1 required on top hub)

● Seal ring is used for sizes 1130/2130 and larger.
▲ Lock washers used for sizes 1140/2140 and larger.

TYPE GV52



1. Seal Ring
2. Flanged Sleeve
3. GV. Flex Hub
(Specify Bore and Keyway)
†4. Sleeve Gasket
5. Lube Plug
6. Sleeve Bolt, Nut, Lockwasher
9. Rigid Hub
12. End Plate
†13. End Plate Gasket
14. End Plate Bolt, Nut, Lockwasher
15. Thrust Plate
16. Thrust Button
17. Center Plate
18. Hardened Thrust Plate

† O-Ring is used for Sizes 1130 thru1300 and 2130 thru 2300.